





Today's  
Advertisements.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND  
IN THE MATTER OF THE APPLICATION OF  
WILLIAM SEYMOUR BAILEY  
AND PATRICK MURRAY BOTH OF  
VICTORIA IN THE COLONY OF HONG-  
KONG, ENGINEERS FOR AN INVENTION  
FOR AN IMPROVED METHOD OF SECURING  
HANDLES TO CANS, DRUMS AND OTHER  
RECEPTACLES.

NOTICE is hereby given that the PETI-  
TION, SPECIFICATION and DE-  
CLARATION, required by ORDIN-  
ANCE No. 2 of 1892 have been duly filed in  
the Office of the Colonial Secretary of Hong-  
Kong and that it is the intention of the said  
WILLIAM SEYMOUR BAILEY and  
PATRICK MURRAY to apply at the Sitting  
of the Executive Council, hereinafter mentioned  
for LETTERS PATENT, for the Exclusive  
use, within the said Colony of Hongkong, of  
the above named Invention.

And Notice is hereby also given that a Sitting  
of the Executive Council before whom the  
matter of the PETITION will come for decision  
will be held in the Council Chamber at the  
GOVERNMENT OFFICES, VICTORIA, HONGKONG,  
on MONDAY, the 15th day of June, 1900, at  
11 o'clock in the Forenoon.

Dated the 15th day of June, 1900.  
DEACON AND HASTINGS,  
Solicitors for the said  
WILLIAM SEYMOUR BAILEY and  
PATRICK MURRAY.

HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY,  
LIMITED.

NOTICE is hereby given that the TRANS-  
FER BOOKS of the above Company  
will be CLOSED on the 2nd July, 1900, on  
which day the CALL now advertised will be  
PAYABLE.

By Order, A. SHELTON HOPPER,  
Secretary.

Hongkong, 15th June, 1900. [766b]

THE HONGKONG ELECTRIC COM-  
PANY, LIMITED.

NOTICE is hereby given that the ELE-  
VENTH ORDINARY YEARLY  
MEETING of SHAREHOLDERS in the  
above Company will be held at the COM-  
PANY'S OFFICES, No. 4, Queen's Building, on  
SATURDAY, the 7th July, at 12.15 P.M., for  
the purpose of presenting the Report of the  
Directors together with a Statement of Accounts  
to 30th April, 1900 and electing Directors and  
Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 23rd June to the  
7th July, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 15th June, 1900. [767b]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the  
above Ports, TO-MORROW, the 16th instant,  
at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS, LAURIE & CO.,  
General Managers.

Hongkong, 15th June, 1900. [763b]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIJUN,"

Captain Davis, will be despatched for the  
above Ports, on SUNDAY, the 17th instant,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS, LAURIE & CO.,  
General Managers.

Hongkong, 15th June, 1900. [765b]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, BOMBAY, COLOMBO,  
PENANG & SINGAPORE.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste, ex S.S. *Imperatrix* transhipped  
at Bombay.

From Venice, ex S.S. *Apollo* transhipped at  
Trieste.

From Leghorn, ex S.S. *Electra* and *Espero*  
transhipped at Port Said.

Optional Cargo will be discharged here.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersecretary before  
Noon on the 21st instant, or they will not be  
recognized.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 21st  
instant will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 15th June, 1900. [747b]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-  
scriptions, Advertisements, &c., be addressed to the  
Manager, *Hongkong Telegraph*, and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor,"  
and not to individual members of the staff.

Communications intended for publication must be accom-  
panied by the name and address of the writer, not necessarily  
for publication, but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always  
be open for the free discussion of subjects of general inter-  
est, and for the expression of views on matters of public  
concern, it is requested that contributors will be distinctly  
understood that the Editor does not in any way hold himself  
responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended  
for insertion in that day's issue not later than Three o'clock  
on the day preceding publication. Notices which are not ordered  
for a fixed period will be continued until discontinued.

The *Hongkong Telegraph* has the largest circulation of  
any English newspaper published in the Far East, and is  
therefore the best medium for Advertisers. Terms can be  
learned on application.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality,  
Red Capsule.....\$14.40C.—FINE OLD VINTAGE, super-  
ior quality, Black  
Seal Capsule.....16.20D.—VERY FINE OLD VINTAGE  
extra superior, Violet  
Capsule (Old Bottled) 20.40

Port after removal should be rested  
for a month before use. Wine re-  
quired for drinking at once should be  
ordered to be decanted at the Dis-  
pensary before being sent out.  
These Wines are too favourably  
known to need comment.

Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.

We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 15, 1900.

NOTES AND COMMENTS.

"Water, Water Everywhere, and  
not a Drop to Drink."

In face of the downpour of the last few  
days it appears perfectly idiotic to speak of  
anyone being badly in want of water, yet this  
is the plight of many of the Kowloon  
residents. True, they have the water laid  
on to their houses by a paternal Govern-  
ment and they one and all pay water rates  
and taxes, yet they are badly in want of  
water. We are informed that, as a matter of  
fact, the water is never cut off in Kowloon  
unless for repairs to the pipes, but all the  
same many of the houses are frequently left  
for hours without being able to obtain a  
drop from their taps.

The real cause of this water famine lies in  
the fact that now that one of the pumping  
engines has broken down the other is in-  
capable of pumping up a sufficient supply to  
provide for everyone, with the result that  
those who happen to live at a higher level  
than the others are at an agreeable distance  
from the pumping station have no water  
because the pumps cannot force it far en-  
ough. Truly this is a pretty state of affairs  
in a British Colony.

As a correspondent pointed out the other  
day, a public company supplying water in this  
very hazardous fashion would have nothing  
but bankruptcy before it, yet our self-sufficient  
Government officials care not a jot. They have  
never even taken the trouble to inform the  
public of Kowloon that the water supply  
would be intermittent owing to a breakdown  
of the pumping machinery and as to declin-  
ing to accept payment for the water because  
the public are put to such great incon-  
venience, that has never entered their heads.  
Far from it, for we hear that a bill for excess  
of water used was sent in the other day to  
the owner of a house that has stood empty for  
months. If the Government arrangements  
with regard to the Kowloon water supply have  
broken down why cannot the public be  
informed, so that they can make their  
own arrangements? This pettifoggish man-  
ner of managing matters is a disgrace to a  
British Colony and ought to be put a stop to.  
No municipality would dare to treat the  
public in such a manner, but, apparently,  
in a Crown Colony the public are merely  
regarded as a necessary evil without which,  
perhaps, the salaries of the officials might be  
jeopardised.

Who. Blundered?

There has apparently been something  
radically wrong somewhere or other with re-  
gard to the despatching of troops by the  
hired transport *Hinsang*. Yesterday men  
were sent on board and had to be disem-  
barked owing to the fittings for their accom-  
modation not being completed. This morn-  
ing the whole force of about six hundred  
were sent on board again at six o'clock, but  
there was still a hitch. From what we have  
been able to gather the accommodation was  
found to be insufficient and nearly one half  
of the men had to be landed, the *Hinsang*  
only leaving a few minutes after one o'clock.

WEATHER REPORT.

The Observatory report says:—  
On the 15th at 12.30 p.m. the barometer has  
fallen moderately in S. China, and slightly in  
the Philippines. A trough of low pressure is  
lying over S. China, with E. winds to the North  
and S.W. winds to the South, of the equator.  
Gradients slight for E. winds on the E. coast of  
China, moderate for S.W. winds on the S. coast.  
FORECAST.—Fresh to strong S.W. winds;  
squally, thunder storms.

## TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAMS.

REPORTED RETRO-  
CESSION OF  
LABUAN.

INHABITANTS DELIGHTED.

BRUNEI TO BE BRITISH.

(From our own Correspondent.)

LANCANS, June 15th 2.45 p.m.

The steam pinnace of H.M.S. *Plorer*

arrived here at midnight, probably bringing

telegrams. The yacht *Sabell* and H.M.S.*Plorer* have just returned from Brunei. The

utmost reserve is maintained as to the object

of the visit.

Pending the arrival of private advices it is  
persistently reported that the British intend  
to introduce the Malay Peninsula system of  
Government to Brunei without compromise,  
including the return of Labuan, now admin-  
istered by the British North Borneo Com-  
pany, to Colonial Administration. The  
inhabitants of Labuan are delighted at the  
idea.

Received 3.30 p.m.  
Published 5.30 p.m.

THE TROUBLE IN  
THE NORTH.

NEWS FROM PEKING.

LEGATIONS BARRICADED.

NO NEWS OF MARINES.

SEVEN THOUSAND RUSSIANS  
LANDED.

(From our own Correspondent.)

SHANGHAI, 15th June.

4.15 p.m.

The Special Correspondent of the *Shen-  
hai Mercury* at Peking, under date of 13th  
instant, wires that Christian refugees are  
flocking into the city.

The defence of the British Legation against  
the Boxers is considered to be possible so long  
as the Chinese troops do not throw in their  
lot with the rebels and join in the attack.

The foreign Legations, the Imperial  
Maritime Customs Offices and the  
Cathedral have been barricaded, while  
the other foreign owned buildings have been  
formally placed in charge of the Chinese  
Government.

The attitude of the Chinese Government  
is described as uncertain and rather defiant  
than otherwise.

No news was received at Tientsin yester-  
day from the Marines forming the Peking  
Relief Force.

The Chinese troops are concentrated at  
Fengtai.

Seven thousand Russian troops have  
been landed at Tientsin.

Received 5 p.m.  
Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

BOERS AT MASERU  
SURROUNDED.

LONDON, June 15th.

The *Daily Mail* correspondent at Bloem-  
fontein reports that General Hunter, after  
making a brilliant march from the North  
West, severely defeated a large Commando  
of Boers to the North of Kroonstad.

Reuter's correspondent at Maseru reports  
that the Boers occupy in that neighbour-  
hood a very extensive position, but that  
Generals Methuen, Rundle and Brahan  
with nearly 50 guns completely surround  
them.

THE ORANGE RIVER COLONY.

GENERAL METHUEN'S VICTORY.

ATTACK ON COMMANDANT  
BOTH.

OFFICERS KILLED.

Lord Roberts at Pretoria 12th inst. says  
that General Methuen gained a complete  
victory over Commandant De Wets' forces  
at Rhenoster River on the 11th, capturing  
the camp and scattering the enemy in all  
directions. The despatch adds that  
General Methuen was despatched to join  
General Kitchener who met at Vrededorp  
on the evening of the 10th. Generals  
Kitchener and Methuen marched towards  
Kroonstad on the 12th.

Lord Roberts on the 11th inst. ordered  
an attack on Commandant Botha who  
occupies a strong position, with an unassail-  
able front of 15 miles, to the east of Pretoria  
on the Middleburg road. Generals French,  
Hamilton and Pole-Carew were engaged in  
the attack, in which Colonel The Earl of  
Airlie, Major Fortescue and Lieut. The Hon.  
Cavendish were killed.

ASHANTI.

The Relief force for Kumasi after severe  
fighting has been compelled to retire to  
await reinforcements.

LOCAL AND GENERAL.

The rainfall during the 48 hours ending 9 a.m.  
to-day was approximately 8 inches, registering  
3 and 4.9 inches for the two periods of 24 hours  
respectively.

MR. PAUL SACIUSE of the firm of Messrs.  
Carlowitz & Co., in this Colony has been  
decorated with the Royal Prussian Order of the  
Red Eagle.

On May 29th, at Klian Pau, Taipeng, the  
Rev. Father Grenier celebrated his 25th year  
in the Priesthood of Foreign Missions. Bishop  
Fée and other clergy were present.

The usual accompaniment to a rain-storm in  
Hongkong is the falling down of badly built  
Chinese houses. So far none have been report-  
ed to-day, but the police are hourly expecting  
to hear of some cases.

The vacancy in the Legislative Council occasion-  
ed by the departure from the Colony of  
Mr. Herbert Smith will, we understand be con-  
sidered by Mr. J. J. Francis, Q.C., and Mr. J.  
Thorburn, Manager of the Mercantile Bank of  
India.

H.M.S. *Pomone* and the destroyer *Otter* arrived  
at Penang on the 5th inst. The former was to  
return to Trincomalee on the 8th, and the *Otter*  
was expected to sail for Singapore and Hong-  
kong on the 7th. She is commanded by Lieut.  
Commander H. D. Wilkins and carries a crew  
of 72. She will probably be conveyed from  
Singapore by H.M.S. *Pique*.

It was reported in Manila last night, says the  
*Manila Times* of 12th inst., that the U.S.S.  
*Brooklyn* had received orders to proceed to the  
Gulf of Pechili to watch the development of  
affairs at Tientsin and Peking and protect  
American interests. The *Brooklyn* has a com-  
plement of 500 or 600 men and can land a  
strong force if occasion demands.

The Band of the Hongkong Regiment will  
play at the Hongkong Hotel to-morrow Satur-  
day evening, from 8 p.m. to 9.30 p.m.—

PROGRAMME.

1. March "The Road" Thompson.  
2. Overture "Light Cavalry" Suppe.  
3. Selection "The King of Scotland" Gaddy.  
4. Waltz "The Blue Bird" Gaddy.  
5. Polka "The Blue Bird" Gaddy.  
6. Polka "The Blue Bird" Gaddy.

A MEETING of the Committee for the reception  
of the *Terrible* was held yesterday afternoon  
in the Chamber of Commerce Room, City Hall.  
The accounts having been read and passed, it  
was unanimously decided that the balance in  
hand, amounting approximately to \$1,000  
should be handed over to Captain Percy Scott,  
C.B., to be distributed amongst the crew of the  
*Terrible* or used for their benefit in any way  
he thought fit.

It is curious that while nearly all the Royal  
women of Europe are excellent and picturesque  
horsewomen, few of the reigning monarchs are  
even tolerably good riders. His crippled arm  
partly excuses the German Emperor's poor  
seat. The King of Italy is famous for his  
falls; the Emperor of Russia is not an expert  
horseman; while the Kings of Sweden, Greece,  
and Denmark are seldom seen astride, and the  
King of Portugal is too stout to enjoy riding.

There is surely something wrong in the  
following. We learn on good authority that  
yesterday afternoon one of the boys employed  
in the Sergeants' Mess, Wellington Barracks,  
was found to be suffering from plague. The  
Sanitary Board were informed of the matter at  
3 p.m. and a doctor asked for. About 5.30 p.m.  
the "black box" arrived. The boy in the mean-  
time had expired, although this was not known  
to the S.B. The question is, were the authorities  
too quick in sending the plague box or too  
slow in sending what was asked for?

A CHINAMAN passing under several aliases  
appeared yesterday afternoon at the Magistracy  
on an extradition warrant from the Chinese  
authorities, being charged with being one of  
the piratical crew who held up the *Cheung Sha*  
launch on the Canton river on the 1st April  
last. He was identified by two Chinese passen-  
gers who recognised him as one of the men  
who, armed with pistols, forced the passengers to  
hand over their money. Awaiting the arrival of  
the Chinese police, the usual fifteen days  
detention at the Governor's pleasure was  
ordered.

We have received the *China Review* for April  
and May of the present year. Among several  
interesting articles, we may note one on the  
"Sacredness of Human Life in China," by A.  
H. Smith. The article opens with the state-  
ment that the doctrine of "He that sheddeth  
man's blood, by man shall his blood be shed"  
is generally observed in China. We hope  
the Chinese will see the force of the argu-  
ment in regard to the foreigners and native  
converts lately murdered in the North, but  
apparently the law does not hold good in the  
case of the foreign devil. There is an interest-  
ing description of the proceedings of a native  
court and magistrate in a murder case. Other  
articles are "The Early Turks" continued from  
a former number of the review, "Rules for the  
use of the Variant Tones in Cantonese," and  
"Notes on the Currency of the Philippine  
Islands." Among Notes and Queries is an  
account of a curious custom practised in  
Hainan, piercing the tongue or cheek of a  
person with an iron rod, which is done in con-  
nection with the worship of the god of war.

The remainder of the force for the North  
officially designated the "China Field Force"  
under the command of Major F. Morris, will in  
all probability embark on the *Terrible* to-mor-  
row, and will likely leave on Sunday or Monday.  
Three hundred men of the R.W.F. will em-  
bark with the following officers: Major F.  
Morris, Captain J. H. Gwynne, Captain H. M.  
Richards, Lieutenant H. Rotherham, Lieutenant  
O. S. Flower (Acting Adjutant), Lieutenant  
J. J. Walwyn, and Lieutenant O. S. Owen.

Major Watson, R.A.M.C., will be in com-  
mand of the Hospital Staff.

A later order has been issued for the remain-  
ing contingent to embark on the *Terrible* by  
7 a.m. to-morrow.

THE RAIN STORM.

The rainstorm of last night and to-day has  
done a considerable amount of damage in  
various parts of the Colony, principally to the  
roads. Along Queen's Road to the Westward  
the road has been badly cut up opposite the  
streets running into it from the higher levels,  
resembling a mountain torrent more than a  
public thoroughfare. Stones, bricks and debris  
of all descriptions have been washed down, and  
in many instances this wreckage blocked the  
drain-traps and transformed Queen's road into  
a river.

There was a fine flood this morning between  
the Post Office and the Hongkong Dispensary,  
the water being on a level with the first step  
of the Supreme Court, and pedestrians were  
obliged to negotiate the torrent by means of  
chairs, which were being used as a bridge. The  
storm of rain was doing a brisk trade. The  
storm of rain was doing a brisk trade. The  
storm of rain was doing a brisk trade.

The Nullah between the Women's Hospital  
and Murray Barracks at 9 a.m. was a seething  
mass of floating debris, which with the violence  
of the rushing water became a source of danger  
to pedestrians, and in fact seriously threatened  
to do considerable damage to the bridge.

The Public Works Department officials how-  
ever promptly appeared on the scene, and with  
the aid of plenty of rope cable which had been  
telephoned for, were able to remove the trees

and rocks which had become dislodged. The  
part below the bridge is still almost choked.  
The Nullah opposite the Arsenal Gate was at  
one time threatening up water to the height of  
30 feet, but no damage was done except to the  
clothing of pedestrians who had the misfortune  
to be in the way.

Residents of the upper levels whose business  
obliged them to be in town early had anything  
but a pleasant journey down. Many of the  
steep streets were rendered impassable by the  
water rushing down them and consequently  
roundabout ways had to be taken.

In Kowloon roads were flooded, drains  
blocked and mud collected in all directions,  
while the Kowloon Residents had particularly  
wet crossing to Hongkong. In the harbour  
work has been stopped to a great extent by the  
downpour, and the water is a dirty red from the  
earth washed down from the hills. Those  
interested in the subject have certainly had a  
splendid opportunity of studying the effects of  
denudation.

HONGKONG VOLUNTEER  
CORPS.

PROPOSED SITES FOR NEW HEAD QUARTERS.

Yesterday evening a general meeting of the  
members of the Corps was held at Head  
Quarters to consider the sites proposed for the  
new Head Quarters. The Commandant, Lieut.  
Colonel John Carrington, Kt., C.M.G.,  
occupied the chair and there was a large atten-  
dance of officers and other members.

The Chairman briefly reviewed the circum-  
stances under which the question of a new site  
was first mooted. He stated that the impetus  
given recently to volunteering generally had  
affected this Corps and an alarming increase  
in numbers had been going on steadily to such  
an extent that 350 was now almost the  
strength of the Corps, whereas the present  
accommodation had been intended for, roughly  
speaking, 100 men. Accordingly the officers  
of the Corps had met to discuss the question  
of increased accommodation, and it was agreed  
amongst them that the new Head Quarters  
should include a Drill Hall, Gymnasium  
Institute and Small Arms Store, but opinion  
was divided as to the site. Some were in  
favour of rebuilding on the present site, others  
of removing to Happy Valley.

Now he would lay four schemes down for  
their consideration (1) rebuilding on the pre-  
sent site, (2) removing to Happy Valley,  
(a plan of this site was exhibited) (3) retaining  
present buildings as a supplementary store or  
drill hall and having the Head Quarters and  
Institute at Happy Valley. (4) the opposite of  
(3) viz. Having the Institute on the present site  
and a supplementary drill hall &c. at the Valley.  
Sir John stated the merits and demerits of  
each scheme and, although he said that the  
meeting was to hear the members' opinions  
discussed, and that the officers did not wish to  
force their opinions upon the members, yet his  
summing up before opening the discussion was  
decidedly in favour of the second scheme. It  
certainly was not central, but when it was con-  
sidered that Kowloon and Quarry Bay were  
furnishing large numbers and that the city was  
gradually going East, also that a rifle range was  
being provided at Causeway Bay, he thought  
that, if they looked 50 or 60 years ahead, as they  
ought to do, this objection to the Happy  
Valley being central would soon disappear.  
Considerable discussion followed, Officers,  
N.C.O.s, and men all taking part.  
It was decided that within the next few  
weeks papers would be sent round to members  
on which they could express their views, and  
another meeting would then be called after these  
views had been tabulated.

TROOPS FOR THE NORTH.

The *Hinsang* with the first contingent of  
British troops for the North, left the harbour at  
1 p.m. to-day. She was to have left at 10 p.m.  
last night but in spite of all the haste expedi-  
ent in equipping her as a transport, the Dockyard  
did not finish work until five o'clock this morn-  
ing.

The five companies of the Hongkong Regi-  
ments headed by their band, left Whitefield  
Barracks at 5.45, and proceeded to the wharf.  
As soon as they got on board, the *Hinsang* left  
her buoy and going slowly round the man-  
of-war anchorage was loudly cheered and  
"figured" by the blue-jackets.  
It was then found that the numbers on board  
could not be accommodated, and orders







## Intimations.

NOW READY.

## A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS  
AND  
A FEW SUGGESTIONS FOR DEALING  
WITH THEM.  
BEING A LECTURE DELIVERED  
BEFORE  
THE ODD VOLUMES SOCIETY.

By  
Mr. H. E. POLLOCK,  
Barrister-at-Law.

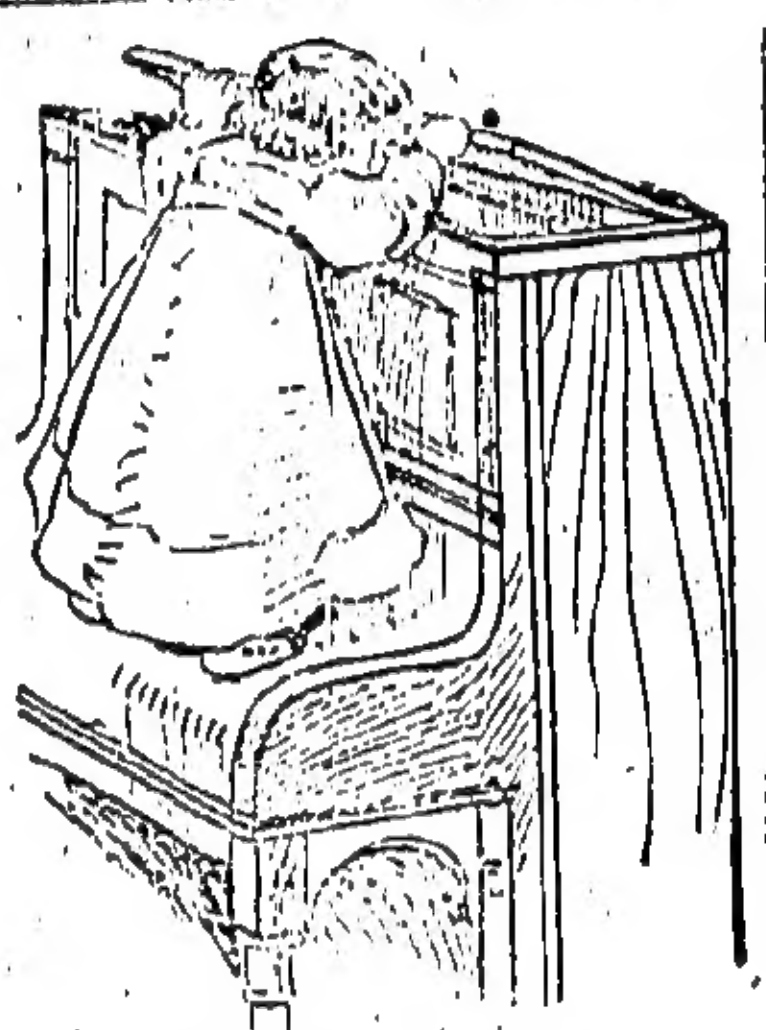
To be obtained at the OFFICE of This Paper.  
PRICE 50 CENTS.  
Hongkong, 1st June, 1900.

NOW READY.

AN ACCOUNT  
OF THE  
RECEPTION OF H.M.S. "TERRIBLE"  
IN  
HONGKONG  
AND THE  
FESTIVITIES CONNECTED  
THEREWITH.  
WITH A  
WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.  
PRICE 30 CENTS.

As only a limited number have been printed  
intending purchasers should send their Orders  
early, for the issue of this interesting souvenir  
will soon be exhausted.  
Hongkong, 1st June, 1900.



THIS Piano subject needs looking into.  
For, whereas, if you get a Good Piano  
at a Low Price you can sell it at a fair Price  
without difficulty should necessarily arise, if you  
pay a fictitious price for a poor piano you can  
hardly realize anything on your investment.

The pianos sold by us, besides yielding daily  
musical dividends, hold the money invested  
much safer than ordinary instruments, for the  
construction is honest and economical through-  
out.

Several Pianos returned from hire in good  
order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted  
for the sake of showy external features.  
Hongkong, 10th May, 1900.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.

"SUNGKANG."  
Captain Moore, will be despatched as above  
on MONDAY, the 18th instant, at 4 P.M.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The Vessel is fitted throughout with  
Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th June, 1900. [748b]

THE OSAKA SHIOSEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship

"ANPING MARU."  
Captain J. Saito, will be despatched for the  
above Ports, on WEDNESDAY, the 27th instant,  
at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 13th June, 1900. [759b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.  
THE Steamship

"BENALDER."  
Captain C. K. McIntosh, will be despatched as  
above on or about THURSDAY, the 5th July.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 13th June, 1900. [760b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE,"  
will be despatched for the above Port on  
or about the 6th July, and the S.S. "SIKH"  
on or about the 13th July. They will be  
followed by the  
S.S. "AFGHANISTAN."

For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th June, 1900. [761b]

SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ACARA,"  
will be despatched for the above Port on  
or about the 15th July.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 1st June, 1900. [715b]

## Shipping.

## STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE."  
Captain R. Mitis, will leave for the above  
places, TO-MORROW, the 16th instant, P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 11th June, 1900. [747b]

THE OSAKA SHIOSEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."  
Captain H. Nagata, will be despatched for the  
above Ports, on SUNDAY, the 17th instant,  
at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th June, 1900. [745b]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"MENMUIR."

Captain R. W. Almond, will be despatched as  
above on MONDAY, the 18th instant, at 5 P.M.  
The attention of Passengers is directed to  
the Excellent Accommodation provided by this  
Steamer. She is fitted throughout with the  
Electric Light and is supplied with a Refrigera-  
ting Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 8th June, 1900. [743b]

INDO CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above  
on TUESDAY, the 19th instant, at 4 P.M.  
This Steamer has Superior Accommodation  
for First class Passengers, and is fitted through-  
out with Electric Light and carries a Doctor.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 13th June, 1900. [761b]

THE CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

FOR LONDON VIA MANILA.

THE Company's Steamship

"CHINGWOW."

H. Harris, Commander, will be despatched as  
above on WEDNESDAY, the 20th instant.  
For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 7th June, 1900. [740b]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Blasland, will be despatched for the  
above Ports, on THURSDAY, the 21st instant,  
at 4 P.M.  
This Steamer has Superior Accommodation  
for Passengers and is fitted with the Electric  
Light.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 13th June, 1900. [753b]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above  
on THURSDAY, the 21st instant, at 5 P.M.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.

A Stewardess and a duly-qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA, are available for  
return by the Steamers of the CHINA NAVIGA-  
TION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 6th June, 1900. [733b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain M. F. H. Jackson, will be despatched  
as above on TUESDAY, the 26th June.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th May, 1900. [643b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENECLAUS."

Captain Towell, will be despatched as above  
on TUESDAY, the 10th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 4th June, 1900. [725b]

OCEAN STEAMSHIP COMPANY.

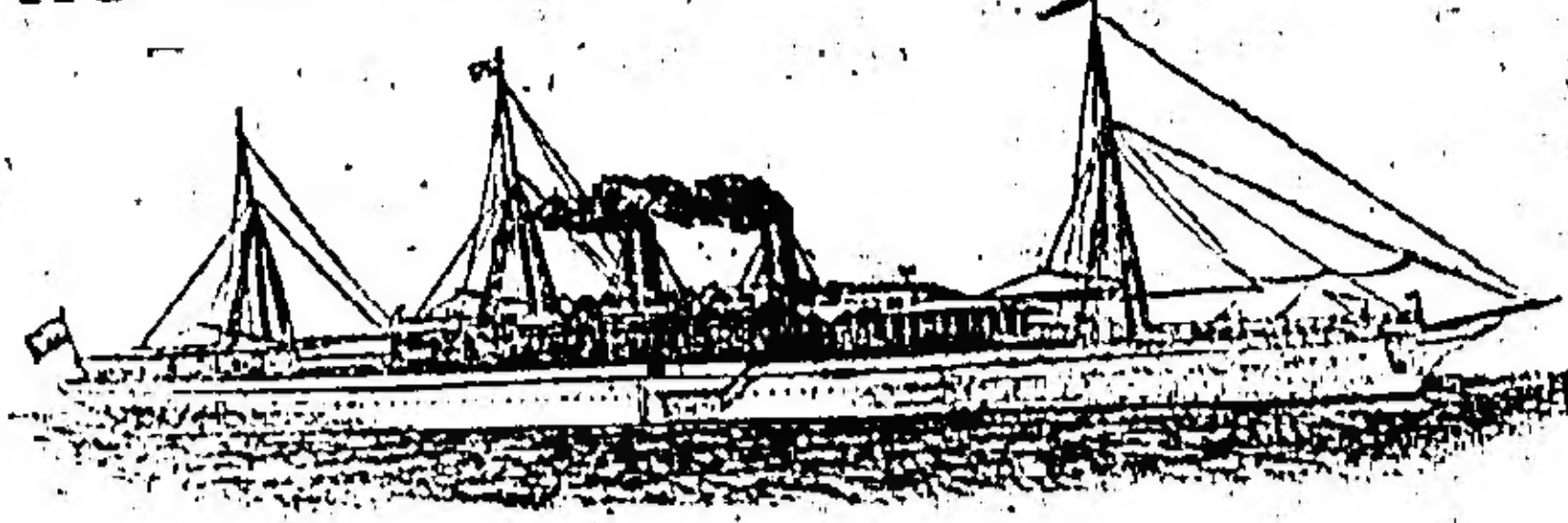
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above  
on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close  
connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-  
Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and around THE WORLD.  
Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. LOWN, General Agent,  
101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 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901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993,







## Consignees.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

S.S. "BAVERN" of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 19th instant, and on THURSDAY, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 24th instant, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co., Agents.

Hongkong, 12th June, 1900.

To be Let.

## TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET, 5, RIPPON TERRACE, 13, PRAYA CENTRAL—ROOMS ON 2ND FLOOR.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 5th June, 1900.

## VISITORS AT THE HONGKONG HOTEL.

Alken, Mr. J. H. Kinghorn, Mr. Angus, Mrs. John Appleby, Mrs. G. W. Bailey, Mr. W. S. Bell, Mr. and Mrs. O. M. D. Belin, Mr. F. Blackburn, Com. R. N. Bowers, Dr. Brooks, Mr. F. Brown, Mr. A. T. Brown, Mr. J. W. Butler, Mr. P. E. O'Brien, Capt. J. and Carolyn, Mr. E. A. Carter, Mr. H. B. Clark, Dr. and Mrs. F. Collins, Mr. R. M. Dapkins, Mr. W. Davies, Mr. Oscar Denroche, Mr. P. C. Dick, Mr. J. Discombe, Mr. G. M. Drum, Miss Duffner, Mr. A. H. Fisher, Mr. W. E. Fisher, Mr. H. G. C. Fostaine, Mr. & Mrs. Fraser, Miss Genge, Mr. C. Goddard, Capt. Graves, Mr. H. C. Jr. Hardonin, Mr. C. Harris, Mr. F. W. Harford, Capt. T. Howard, Mr. Thos. Joseph, Mr. and Mrs. E. S. Katsch, Mr. E. A. Kene, Mr. and Mrs. F.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. R. D. Beattie, Mr. Andrew Carey, Mr. Arthur R. Comrie, Mr. A. F. Davies, Mr. W. S. Ekeliel, Mr. J. S. Forbes, Mr. A. H. Gompertz, Mr. H. H. Graham, Mr. D. M. Griffin, Major W. W. R. A. Gros, Mr. Edward F. Hays, Mr. H. H. Henderson, Mr. H. U. John, Major G. R. St. Johnston, Mr. R. F. Lee, Mr. J. E. Lemke, Mr. & Mrs. R. A. Mackie, Mr. C. Gordon Martin, Mr. R.

## CRAGIEBURN.

Anderson, Mrs. A. Anderson, Miss B. Anderson, Miss B. L. and son, Mr. Arthur and family, Flynn, R. N. Rev. F. Volpicelli, Madame.

## EXCHANGE.

Hongkong, June 15th.  
ON LONDON, Telegraphic Transfer 1/11 7/16  
Bank Bills, on demand 1/11 1/11  
Credits, 4 months' sight 1/11 1/11  
D'cents, 4 months' sight 1/11 1/11  
ON BERLIN, (demand) 2/00  
ON PARIS, Bank Bills, on demand 2/00  
Credits, 4 months' sight 2/00  
ON NEW YORK, Bank Bills, on demand 4/72  
Credits, 30 days' sight 4/72  
ON BOHAY, Telegraphic Transfer 1/14 1/14  
On demand 1/14 1/14  
ON SHANGHAI, Telegraphic Transfer 72  
Private, 30 days' sight 72  
ON YOKOHAMA, T.T. 31 per cent. prem.  
Sovereigns, Bank's Buying Rate 53.15  
Gold Leaf too touch, per tael 53.15  
Bar Silver 53.15  
Dollars 15 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, June 15th.  
New Patna 1020 per chest.  
Old Patna 1030  
New Patna 1030  
Old Patna 1030  
New Patna 880/900 per picul.  
Old Patna 880/900  
Persian, paper tied 880/900

## The Share Market.

## LATEST QUOTATIONS.

(June 15th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	315 1/2 premium
The Bank of China (Ordinary)	£ 5	Nominal
The Bank of China (Preferred)	£ 4	£1 buyers
The Bank of China (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£27
Do. Founders	£ 1	£20
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$265 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$34 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	\$ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$132 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$79
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$314
Indo-China Steam Navigation Co., Ltd.	£ 10	\$86
China & Manila S.S. Co., Ltd.	\$ 10	\$100 old cum. \$105 old ex new \$18 new issue
Douglas Steamship Co., Ltd.	\$ 50	\$48
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£5
Star Ferry Co., Ltd. ("Shell") Transport & Trading Co., Ltd.	£100	£310
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$125
Luzon Sugar Refining Co., Ltd.	\$100	\$37
<b>Mining.</b>		
Panjin Mining Co., Ltd.	\$ 7	\$6.10
Panjin Mining Co., Ltd. (Ordinary)	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.18
Jebeub Mining and Trading Co., Ltd.	\$ 5	\$124
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$58
Oliver's Freehold Mines, Ltd. A. Hold	\$ 5	\$34
Oliver's Freehold Mines, Ltd. B. Hold	\$ 4	\$275
Great Eastern & Ceylonian Gold Mining Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.50
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	330 1/2 premium
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$864
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$36 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$22
<b>Lands, Hotels and Buildings.</b>		
China Mortgage Co., Ltd.	\$ 10	\$9.85
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$139
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$174
Hongkong Hotel Co., Ltd.	\$ 50	\$125
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$10.60 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 60
Loat-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 18	\$214
China-Borneo Co., Ltd.	\$ 15	\$25
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.10
Hongkong Electric Co., Limited	\$ 10	\$12
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
Hongkong Ice Co., Ltd.	\$ 25	\$165 buyers
Hongkong High Level Tramways Co., Ltd.	\$100	\$170
Hongkong Farm Co., Ltd.	\$ 5	\$84
Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$84
United Asbestos Carmichael & Co., Ltd.	\$ 10	\$11
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4
<b>BENJAMIN, KELLY &amp; POTTS, Share Brokers.</b>		
Telegraph Address—"Rialta". Telephone No. 148.		

## VESSELS IN PORT.

## Steamers.

AGAMEMNON, British steamer, 4,461, H. Nish, 11th June—Shanghai 8th June, General.  
BENNETT, British steamer, 1,938, A. Wallace, 13th June—Saigon 9th June, Rice—Gibb, Livingston & Co.  
BENVENUE, British steamer, 1,467, J. Potter, 8th June—Saigon 3rd June, Rice—Gibb, Livingston & Co.  
BURDON, British steamer, 1,645, Wilson, 13th June—Cardiff 27th April, and Singapore 6th June, Coal—Master.  
CHANGSHA, British steamer, 1,463, T. Moore, 29th May—Sydney 1st May, Thursday Id. 10th, Port Darwin 14th, and Manila 27th, General—Butterfield & Swire.  
COPTIC, British steamer, 2,744, T. C. Rinder, R.N.R., 8th June—San Francisco 11th May, Honolulu 18th, Yokohama 31st, Kobe 1st June, Nagasaki 3rd, and Shanghai 5th, Mails and General—O. & O. S. S. Co.  
DAPHNE, German steamer, 1,290, Th. Nissen, 13th June—Swatow 12th June, Ballast—Siemssen & Co.  
FREIHURG, German steamer, 3,970, Prosch, 1st June—Bremen and Hamburg 12th April, General—Siemssen & Co.  
GERMANIA, German steamer, 1,714, L. Müller, 13th June—Saigon 9th June, Rice—Jensen & Co.  
GOODWIN, British steamer, 2,832, A. Jackson, 4th June—Tacoma, U.S.A. 26th April, General—Dodwell & Co., Ltd.  
HAINAN, German steamer, 648, F. Clausen, 8th June—Canton 8th June, General—Siemssen & Co.  
HINSANG, British steamer, 1,418, Lake, 6th June—Saigon 2nd June, Rice—Jardine, Matheson & Co.  
HOLSTEIN, German steamer, 985, H. Ipland, 14th June—Saigon 7th June, Rice—Jensen & Co.  
INDEPENDENT, German steamer, 871, A. Hantz, 12th April—Samarang 3rd April, General—Sander, Wieler & Co.  
KEONG WAI, German steamer, 1,105, T. W. Groves, 11th June—Bangkok 5th June, Rice and Timber—Butterfield & Swire.  
KIANGSI, Chinese steamer, 1,347, Brissander, 14th June—Canton 14th June, General—Kwong Man Wo.  
LOONGSANG, British steamer, 1,079, G. S. Weigall, 12th June—Halo 8th June, Sugar—Jardine, Matheson & Co.  
MAMUET, British steamer, 1,285, R. W. Almond, 14th June—Manila 11th June, Hemp and Sugar—Sheehan, Tomes & Co.  
MILOS, German steamer, 1,694, T. Hille, 10th June—Seattle, U.S.A. 6th May, Flour and Lumber—Order.  
MONGKUT, British steamer, 850, W. Barkur, 9th June—Bangkok 7th June, Rice and Teakwood—Butterfield & Swire.  
PROGRESS, German steamer, 687, P. Brandt, 11th June—Touren 8th June, General—Siemssen & Co.  
ST. ANDREWS, Norwegian steamer, 1,972, H. S. Hauge, 9th June—Saigon 5th June, Rice—Arnold, Karberg & Co.  
SANDAKAN, German steamer, 1,374, C. Muhle, 4th June—Sandakan 30th May, Timber—Melchers & Co.  
SCOTTA, British steamer, 3,866, Thos. H. Hide, R.N.R., 13th June—Kobe and Shanghai 2nd June, General—P. & O. S. N. Co.  
TAIYO MARU, Japanese steamer, 743, S. Rokini, 13th June—Canton 13th June, General—Tong Kee.  
TAMUET MARU, Japanese steamer, 1,007, K. Sobajima, 13th June—Amoy and Swatow 21st June, General—Mitsui Bussan Kaisha.  
TETARTOS, German steamer, 1,578, T. Desler, 13th June—Saigon 8th June, Rice—Siemssen & Co.  
THALES, British steamer, 820, J. Douglas, 14th June—Swatow 13th June, General—Douglas, Laprak & Co.  
TRIESTE, Austrian steamer, 3,203, C. Mitis, 14th June—Trieste 27th April, and Singapore 9th June, General—Sander, Wieler & Co.  
Sailing Vessels.  
ABNER COBURN, American ship, 878, B. F. Colcord, 14th May—Mojito 28th April, Coal—Chinese.  
BITTERN, British 3-masted schooner, 399, T. Ashkin, 3rd June—Rajang 10th May, Timber—Siemssen & Co.  
CEDAR BANK, British 4-masted bark, 2,619, R. A. Batcheler, 3rd June—Berry 1st Jan, Coal—Admiral.  
ESMERALDA, British schooner, 130, J. T. Harrison, 14th April—Guam 26th March, General—Jardine, Matheson & Co.  
FRANZ, Danish bark, 358, Pedersen, 23rd April—Barry 3rd Oct. 1899, and Anjer 12th Feb., Coal—E. A. Trading & Co.  
J. B. WALKER, American ship, 2,106, Wallace, 2nd June—Yokohama 5th May, Ballast—Siemssen & Co.  
TAN O'SHANTER, American ship, 1,432, Ballard, 16th May—New York 6th Jan, Kerosine—Standard Oil Co.  
W.M. H. SMITH, American ship, 1,800, E. C. Colley, 27th May—New York 28th Sept., Kerosine Oil—Standard Oil Co.

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 15th, 1900.

Alacrity, despatch vessel, 1,700 tons, 10 1/2 p.m. g. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Wei-hai-wei.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.  
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warden, Wei-hai-wei.  
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.  
Brit, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir. Bouchiey Wrey, Bart, Singapore.  
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Wei-hai-wei.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. W. Ingram, Hongkong.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.  
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. Chadwick, Shanghai.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut. Com. W. J. Keyes, Wei-hai-wei.  
Firedrake, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Lieut. Comdr. H. J. Keyes, Wei-hai-wei.  
Havildar, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hartford, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.  
Humber, storeship, 5,640 tons, 800 i.h.p., Com. H. J. Davidson, Wei-hai-wei.  
Linnah, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, en route Wei-hai-wei.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Wei-hai-wei.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. P. R. Coode, Shanghai.  
Phaenix, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Wei-hai-wei.  
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Philippines.  
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.  
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. O. V. de M. Cowper, Hongkong.  
Redpole, British gunboat, 855 tons, Lieut. Com. C. F. Corbett, Hongkong.  
Robin, British river-gunboat, 2 guns, Lieut. Com. G. C. Webster, on the West River.  
Rosario, British gunboat, 980 tons, Capt. C. Hamilton, Hongkong.  
Sanderling, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.  
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.  
Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Captain Percy Scott, C.B., Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve at Hongkong.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.  
Waterwitch, surveying vessel, 620 tons, Lieut. Commander W. O. Lyne, Surveying.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut. Com. Morton, Wei-hai-wei.  
Wiener, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

Liberal, Portuguese vessel, 558 tons, Comdr. José da Cunha Lima, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Berbeder, Manila.  
Zaire, Portuguese gunboat, 600 tons, Captain Fonto, Hongkong.  
Zeith, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montclair, Swatow.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.  
Bobbe, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons twin screw, 34 guns, 7,000 h.p., Captain Shuron, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.  
Greniatzki, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.  
Koryeys, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillman, at Nagasaki.  
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
Neyardnik, Russian cruiser, 1,333 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Otyaryn, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriannoff, at Nagasaki.  
Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.  
Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojloff, at Nagasaki.  
Roshch, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.  
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Burronoff, at Nagasaki.  
Stsui Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Nagasaki.  
Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Svetobry, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19.7 knots.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchinsky, at Port Arthur.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchovsky, at Nagasaki.  
Vladiv, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguila, at Nagasaki.  
Zabala, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.  
(1st and 2nd class).

Foral, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Janitchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Podoronski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Soolchyna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sirovsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING).

Dorgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed 21 knots.  
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.  
Usur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
Flagship of Vice-Admiral Alexieff.  
Flagship of Rear-Admiral F. Dubosoff.  
Flagship of Rear-Admiral Reznoff.

## THE FRENCH SQUADRON.

Bengali, 2nd class despatch boat, Lt. Comdr. De La Croix de Castries, at Haiphong.  
D'Entrecasteaux, 1st class cruiser, 8,700 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Japan.  
Dupleix, 2nd class protected cruiser, 4,000 tons, 26 guns 631 h.p., Captain Philibert, at Japan.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.  
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.  
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.  
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Hongkong.  
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama.  
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon.  
Flagship of Vice-Admiral Courrejeolles.

## THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.  
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.  
Hertha, German cruiser, 6,000 tons, Capt. S. V. Usedom, at Japan.  
Hlis, German gunboat, 1,000 tons, 10 guns, 1,500 h.p., Capt. H. H. Luns, at Amoy.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, at Formosa.  
Jaguar, German cruiser, Captain Kinderling, at Shanghai.  
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.  
Flagship of Admiral Fritze.

## THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,654 h.p., Capt. J. M. Forsyth, en route Hongkong.  
Rennington, U.S. gunboat, 1,720 tons, 6 guns, 3,435 h.p., Com. C. H. Arnold, at Manila.  
Brooklyn, Flagship, U.S. cruiser, 9,000 tons, Capt. C. M. Thomas, at Manila.  
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.  
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.  
Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.  
Concord, U.S. gunboat, 1,200 tons, 6 guns, 3,445 h.p., Comdr. S. M. Ackley, at Manila.  
Culpeo, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
Glacier, U.S. supply-ship, Lieut. Comdr. J. B. Briggs, at Manila.  
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lt. Comdr. W. H. Everett, at Manila.  
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. F. Nazzari, at Manila.  
Monahagg, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.  
Monoway, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.  
Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.  
Nashua, U.S. collier, Lieut. L. A.